

EXPLAINS TREND IN AUTO OUTPUT

Alfred P. Sloan Jr. Sees Nothing Surprising in Course During 1929.

DETROIT, Dec. 28.—It is not surprising that the first part of 1929 was a period of record breaking production in the automobile industry...

"Our studies of the situation a year ago, as stated to the press at that time, clearly indicated that sales in both 1927 and 1928 had been limited by an underproduction in the low price class during those years...

"As to whether the shortage has, even now, been entirely compensated for, I cannot say, because the slowing down of production during the past few months has been due, in no small measure, to an influence quite apart from the trend of retail sales...

"The replacement market has been an important factor contributing to the record breaking performance of 1929 and should prove an even more important factor in stabilizing the industry's sales in 1930 and the years following...

"Motor vehicles pass out of service through wear and tear and obsolescence—and every time a car is scrapped there is afforded the opportunity, directly or indirectly, to sell a new car."

"The quantity of vehicles scrapped each year is primarily dependent on car life and the quantities produced in prior years. Thus the number of cars being sold today will influence the rate of scrapping five, six and seven years hence, and the replacement market of today is dependent on...

AUTO MARKET FAR FROM PEAK

Chevrolet Vice President Says Industry Is Not Over Produced.

OAKLAND, Cal., Dec. 28.—"The automobile industry will not be over produced until everybody that can afford to own an automobile has one," declared H. J. Klinger, vice president and general sales manager of Chevrolet Motor company here today to a group of Pacific Coast and Mountain States officials of his organization...

In voicing optimism for a prosperous 1930, Mr. Klinger continued, "When we consider what a basic factor the automobile has come to be in the lives of all of us, we can better appreciate the sound footing on which our industry rests. Our first need is something to eat, then something to wear, then a roof over our heads and then a means of transporting ourselves from one point to another..."

RADIO COMES TO THE AID OF MOTORIST

WASHINGTON, Dec. 28 (AP)—Radio research now promises to relieve the automobile driver of the occasional awkward necessity of getting out to open his garage door when he wants to put his car to bed at night.

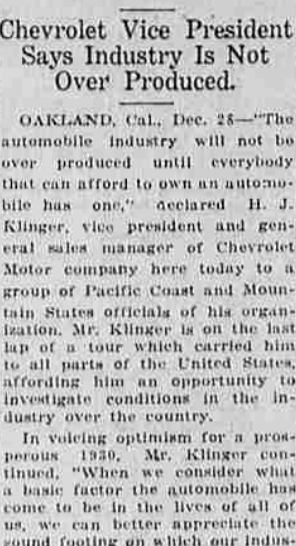
The commerce department, from its Bernese, Switzerland office, is responsible for foregrounding the possibility of this novel use of electric waves. As the new invention, ascribed to the chief engineer of the electrical system of Neuchâtel, is described as operating the driver of a car approaching the garage will press a button and the apparatus on his machine will emit waves reaching a radio aerial affixed to the garage top and these will start a motor which automatically will throw open the doors.

LAUGHTER AIDS CURES IN GERMAN HOSPITAL

BERLIN (AP)—Laughter has been added to the curative agents in the Charite hospital here. It happened rather accidentally after a theatrical company had given a performance for "chair cases" and patients able to navigate on crutches, "A Jump Into Matrimony" was the farce and it caused gales of merriment, many in the audience having their first laughs in months.

In many of the cases, moreover, the doctors found the effects of the laughter of distinct therapeutic value. Consequently there are to be periodic repetitions of such performances.

A Modern Venus



"Just my size," says this Pacific Coast society girl, measuring the Oldsmobile Convertible Coupe. And it was learned that the swanky little car and the girl are just the height of Venus de Milo—5 feet 4 inches. The car is quickly converted from coupe to roadster, and vice versa, by the adjustment of the glass side windows and up or down top.

Three New Cars Are Announced By Nash Motors

KENOSHA, Wis., Dec. 28.—Three new and distinguished motor car models—finer, more luxurious and handsomer than any similar types produced in the past by the famous Nash quality and precision manufacturing plants—make their initial bow to American motorists this month, and take their places in the brilliant ensemble of cars that make up the Nash Motors company's "400" Series for 1930.

The interesting newcomers, placed in production following the flood of orders and consequent heavy demands made on Nash production lines that came with announcement of the new Nash series in October, are led by a new type five-passenger Twin-Ignition Eight Victoria, which promises to be one of the most popular town models of the straight-eight group. The other two new cars now in production are the flashing Single Six Roadster and the stylishly compact Single Six Landaulet—both cars of pronounced charm and individuality.

The new Twin-Ignition Eight Victoria answers a pressing demand for a compact, distinctive and easily handled style-car with an intimate but ample capacity for five people. Built on the long Nash Eight wheelbase, the new Victoria provides a full rear seat, which offers limousine comfort for three passengers. The driver's seat is deep, comfortable, form-fitting and firmly backed. Although the wide auxiliary seat folds over compactly to allow easy access to the car's interior, it is an exact counterpart of the driver's seat and returns to its position flush with the latter, forming a deep, standard front compartment of unmatched comfort and utility.

Finished in ebony and ivory, trimmed in rich mohair and provided with a roomy rear deck compartment, the new Victoria adds a distinct note of passenger convenience to the many exclusive mechanical and performance features which mark all models of the great new Twin-Ignition Eight group. In it the essentials of the new Nash Salon body design—smartness without extravagance, striking individuality, dignity and simplicity of style—augment the essentials of comfort for driver and passengers. The frame is exceptionally wide to provide ample seat width, so that everyone may ride in relaxed uncrowded enjoyment. Extra length, due to longer wheelbase, is another comfort factor.

In the new Single Six models individual dress, comfort and charm is unescapable. The new Roadster—low, swift, graceful and alert—is designed for the delight of that wide-awake company of motorists who insist on youthful attractiveness in an automobile and who intend to stay youthful as long as they use motor cars. On a wheelbase of 114 1/2 inches, powered with the

Tombstone, Old Mining Town, Joins Ranks of "Ghosts" with Celebration

Picture driving into a small western town usually dead for 40 years and finding it suddenly transformed into a seething maelstrom with saloons wide open, gambling halls running full blast and two gangs of bad men biting the dust as bullets whine up and down the street.

If you can picture this frontier madness, softened only by a dying youngster's plea that his boots be removed because he had promised his mother he would not do with them on, then you may realize how a Los Angeles motorist party in an Oakland All American Six felt as they arrived recently in Tombstone, Arizona.

The occasion was the death rally of the little town, for having passed from the raw grandeur of a roaring mining center into four decades of comparative obscurity, it faced extermination through the prospect of losing its prestige as the seat of Cochise county. Its citizens turned back the pages of history, garbed themselves in the rough wear of the wild and woolly West, re-opened their once notorious resorts and lived again for four days the scenes of that old time whoopee which was comprised of real whoops.

Fifteen hundred miles were covered by the Oakland Six in the round trip and, from all accounts, they were well worth while. The boys were whooping it up in Bob Hatch's saloon, where one of the famous brothers was killed while playing pool, but soft drinks were the only remainder of the bar.

Then the old Bird Cage theatre, closed since that day in the eighties when Tombstone saw the exodus of its large population, was open for inspection, with two shows daily during the celebration. The Oakland Six party took in a show here, and found that the establishment had been restored to its original condition, with a bar at one end and a small stage at the other. Mezzanine floor boxes housed patrons again just as they did in the old days, when after each number the ladies of the ensemble dutifully trod up the small stairways from the wings of the stage and took orders for drinks—on a percentage basis.

The Million Dollar Stope, the Can Can restaurant and the site of the old Oriental saloon and gambling hall also were visited by the Angeleno motorists, and then they dropped by the O. K. Corral, to see the famous Earp-Clanton gun battle re-enacted by Tombstone men.

The Clanton faction, hostile to the Earp boys, were leading their horses out of the corral and were ready to leave town. Johnny Behan, sheriff, attempted to prevent the gun battle he knew would take place if the Clantons and Earps met. Seeing the Earps with Doc Holliday, conning down the street, he tried to disarm them and prevent the fight, but they disregarded his pleas, and as they reached the Clantons and Mac Lowry in front of the corral, opened fire. Several of the Clanton-Mac Lowry faction were killed outright, not all of them being armed.

Reproduce Gun Fight. All this action was faithfully reproduced by the Tombstone actors, as well as the scene in which Billy Clanton, a bad stirrer in his town, asked that his boots be removed as he lay fatally wounded. He had promised his mother that he would not die with his boots on.

In justice to Tombstone, let it be said that all of its citizens in those early days were not gunmen, gamblers, cattle rustlers and road agents. The majority of its citizens were of the respectable and home-making type, but typical of all frontier towns, it had its share of desperados, and their bloody doings constitute the highlights that embellish the most interesting pages of history.

Leaving Tombstone, the motorist party drove the short distance to the outskirts to the Boot Hill Graveyard, where the good and bad Tombstone's departed folk rest in unmarked graves. Time and

Liberty Bell Defective

Independence Hall says that the answer to the question "What caused the Liberty bell to crack?" is purely a metallurgical one. As with many people, a disorder might be called hereditary, dating from birth, so the defects in the Liberty bell dated from the day of its casting. Metal castings are subject to strains due to natural shrinkage while cooling. The original crack was probably due to cooling strains.

Lightning and Swimming

The bureau of standards says that it does not consider it dangerous to go swimming when it is lightning. This does not mean that one cannot be killed by lightning while in swimming. The chances, however, of one being killed by lightning while swimming are comparable to the chances one takes while walking in a field and in an everyday working life may be considered unimportant.

Brussels Sprouts Old

It is said that Brussels sprouts have been grown from time immemorial around Brussels in Belgium, but they were not described by botanists until 1623, when Bauhin names them and tells how some plants had as many as 50 heads. They were first mentioned in America in 1806 by McMahon.

Test in Ordinary Duties

All higher motives, ideals, conceptions, sentiments in a man are of no account if they do not come forward to strengthen him for the better discharge of duties which devolve upon him in the ordinary affairs of life.—Beecher.

Grain in Wood and Ice

As to whether ice has a grain the same as wood is a debatable question, and would depend on whether the block of ice were a crystal or a group of crystals. When a sharp instrument is forced into ice and the block makes a clear break, as it will do, this is because the cleavage will follow the line of least resistance between the ice crystals, which would indicate that ice has no grain.

Stone-Eating Microbes

A London botanist, Doctor Buchanan, has discovered microbes which feed on stone. The germs have been artificially cultured and are of various types. They attack stone castles, cathedrals, and monuments, and infect buildings as other germs do the human body. Having found the disease it is surmised that it may be easy to find the cure and so prevent the decay of beautiful buildings.

Hare Drops From Sky

A story which reads like one of Baron Munchausen's is published in the Swedish papers of a farmer who, while cutting hay, saw a hare drop from the sky. This actually happened at Hocktraesk, in the parish of Sorselo, Looking up to see where the hare came from the farmer saw an eagle, which apparently had found its prey too heavy and dropped it.—London Sunday Observer.

German Hospitality

In one of the most famous and most comfortable hotels in Germany guests are consulted about their beds before the beds are made up, says London Answers. A list of questions is provided, and if after answering these the guest does not sleep well, it is not the fault of "mine host."

First Soldiers' Home

The home in Washington, D. C., is the oldest home established for disabled soldiers. It was authorized March 3, 1851.

EXTRA GOOD USED CARS Priced to Clean Up. Come In - See Them. 1929 Chrysler "75" Coupe 6 wire wheels and trunk rack. 1928 Olds Coupe. 1928 Olds 2-Door Sedan. 1927 Chevrolet Sedan. 1927 Chevrolet Coach. 1926 Chevrolet Sedan. Olds Studebaker USED CAR LOT. TERMS - TRADES.

Two Ford Cars Win Gruelling European Race. The Coupe des Alpes is said to be the hardest road race in Europe. It goes through parts of Switzerland, Germany, Austria and Italy and over some of the highest and roughest mountain passes, including the Passo del Stelvio, one of the highest in the world. Two Ford cars won high honors in it this year. The first day was Munich to Villach in Austria and the road passed over the famous Katschberg Pass, 2,100 meters high with 30% grades. The second day they went on to Merano, in Italy. The roads in this part were bad, having loose stones and potholes several inches deep. In the afternoon, the cars had to go over Passo del Giovo, 2,000 meters high. The Fords arrived at Merano in good time. Several teams had already been eliminated. On Thursday, the run was a circular one from Merano to Merano via Bolzano over some of the worst country in Europe. The Swiss team did well, going over the mountain passes with an approximate average of 52 kilometers per hour, one of the best records of the day. When the results were published that evening, it was noticed that the Swiss Ford team and a German team were the only complete teams left in the race. The fourth day's run to Loggano included the famous Stelvio pass, 2,700 meters high with 25% grades. The Ford cars again averaged about 54 kilometers per hour. The fifth and last day was Loggano to Como, Italy. The Ford team of three cars left at 3:45 a. m. and successively passed over the Gotthard Pass, the Furka Pass and the Simplon, everything going well until 80 kilometers from the finishing line when one of the cars tried to catch up with the other two and as a result went off the road. Messeri and Regazzi arrived at Como, having made an average of 62 kilometers per hour, although an average of 48 was all that was required. They were presented with two magnificent gold cups. DANIS LOSE FOOD TAX BUT FACE DRINK LEVY. COPENHAGEN (AP)—Danish taxpayers fear that the lifting of the restaurant tax, against which they have long complained, is going to be another case of jumping from the frying pan into the fire. For among the suggestions that are advanced for a substitute source of revenue is a large tax on spirits, both domestic and foreign. The ten per cent tax which every diner-out has to pay in addition to his food bill in a restaurant has represented a substantial fund in the national affairs.

THANKS WE thank you for the many opportunities given us to serve you—and hope to thank you for many more. We thank Goodyear for tires so outstandingly better at prevailing low prices that the public prefers them from 2 to 30 to 1 over any other make. You'll thank us—again and again this winter—if you'll come in now to find out how little it costs to exchange your tires that slip for tires that GRIP—new Goodyears which will safeguard you and your family during the dangerously slippery driving months. All Grades - All Prices. Double Eagles, Heavy Duty All-Weathers, Standard All-Weathers, Pathfinders - Tires and Tubes. BOHNENKAMP'S